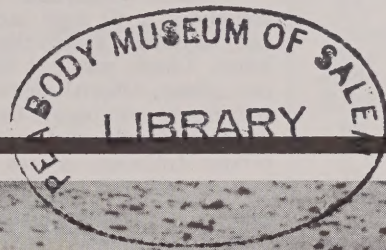


Twice a Month!



messing about in BOATS

Volume 2 ~ Number 8



September 1, 1984





messing about in BOATS

PUBLISHED TWICE A MONTH, 24 ISSUES A YEAR. SUBSCRIPTION PRICE IS \$15 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL. (617) 774-0906

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OUR GUARANTEE: IF AT ANY TIME YOU DO NOT FEEL YOU ARE GETTING YOUR MONEY'S WORTH, JUST LET US KNOW, WE'LL REFUND YOU THE UNFULFILLED PORTION OF YOUR SUBSCRIPTION PAYMENT.



Our Next Issue...

will carry pretty extensive coverage of the Sea Kayak Symposium at Castine, ME on August 11th and 12th, as well as the next installments of a couple of our ongoing series on the Three Sisters and Rowing to Alaska, and a short item on that catboat race we promised (which didn't happen, but a cruise did). Then the NEXT issue after that will be pretty much all about the Wooden Boat Show. Busy times.

On the Cover...

bringing the sport of sea kayaking to the public on a July Sunday afternoon in Boston Harbor, a joint effort by the MDC Parks, Mass. Dept. of Parks & Recreation, and Dave Anderson and Bob Walker of Aquaventures. Over a 6 hour period under sunny skies with little wind about 75 people had the chance to try out kayaking, and they all seemed to enjoy it. More inside.

Commentary



BOB HICKS

Chuck Sutherland and I recently completed a 40 page paddling guide for sea kayakers along the New England coast. Chuck puts out the sea kayaker newsletter, ANorAK and frequently contributes to our pages. He is very active in promoting the pleasures (and need for proper training) of sea kayaking, and was a featured speaker at the early August Sea Kayak Symposium in Maine. One of his talks was on finding places to go kayaking on our coast, not only for natural beauty, but for safety and convenience. Out of the need to develop this information for this talk, Chuck decided to go ahead with an earlier dream, that of a sort of kayakers' coastal guide. I joined with him on this to include much information we had published plus other knowledge I had collected for seashore access for small boats along the Massachusetts north shore. So our first effort came out a rather nice 40 page book chock a block full of details on all this from Maine to New Jersey, seventeen different areas in all. There is an advertisement for the book on the back cover of this issue with all the details.

A primary impression I am acquiring as I get to know more about sea kayaking is just how much all the experiences they enjoy (at least at local beginner and intermediate levels) so closely parallel those of us who play along the shore in other sorts of small boats. Paddling a canoe, rowing a pulling boat, sailing a small open centerboarder, all these deal with the same environment as the kayaker does. Each has some limitations, each has some advantages. But, the wind, weather, currents, shore conditions, water access, overnight trip planning, all come up pretty much the same for all. While the kayak can get into tighter areas and surf more comfortably, the others can carry more people and gear into most of the same skinny waters. Rowing is a bit awkward

due to its backwards facing aspect, but provides more power when banging into headwinds. Small sailboats take advantage of the wind that can lean too hard on manually propelled craft. And storms affect all equally, the kayak again can get ashore easiest in an emergency, but the others can also seek shelter in the nooks and crannies and tiny rocky beaches if need be.

So I think our little guidebook, while done under auspices of ANorAK for sea kayakers, is very useful for those who paddle canoes, row pulling boats or shells or sail small centerboarders. In fact, much of the information in the guide was developed by canoeists and oarsmen, but was applicable to kayaks. It works both ways.

A really common thread of concern for all is shore access, places to launch boats, to park cars and trailers. We collectively came up with a whole lot of such places, through the efforts of various contributors. While Chuck and I put this together, many others provided the local details. And this is why it is not a commercial venture, but a labor of love for small boats. When we get over the printing and production costs, any revenues that accumulate from its sale will go into a fund for developing a more comprehensive guide for 1985.

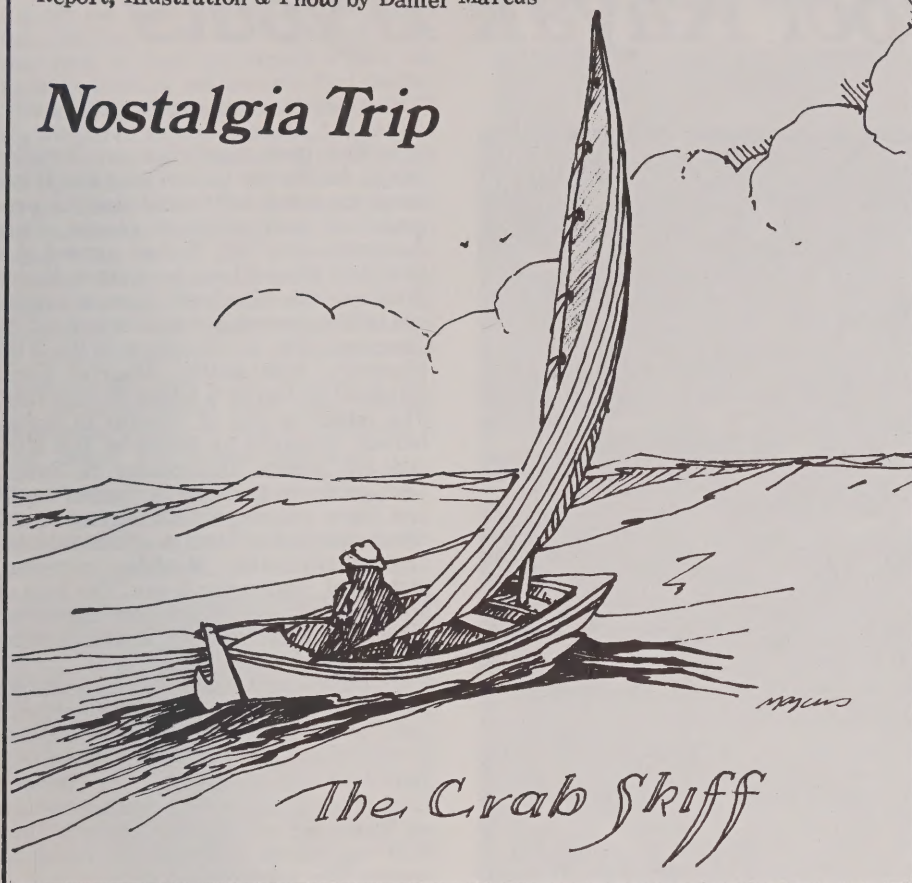
It is our hope that many of you will find this a useful publication to have and that those of you wishing to take part in an enlarged, more comprehensive 1985 version will contact Chuck to arrange to contribute. I personally think that a guide of this sort, with all available information and source references, is a highly desirable adjunct to the sport we all enjoy, using our small craft of all types along our New England coast. I'll be involved again for 1985, and hope some of you will also. Order your copy from ANorAK today, and see if I'm right.



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IT'S ONLY \$15 FOR 24 ISSUES, THAT'S ONLY 63¢ EACH, \$1.25 A MONTH. SUBSCRIBE!

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Nostalgia Trip



The average working harbor of a hundred years ago must have been quite a sight. There were boats and ships in incredible numbers and of many different types. Small stuff such as skiffs, white-halls and wherrys; medium-sized boats like skipjacks, Hampden boats and New Haven sharpies. In the larger harbors there were the big vessels from coasting schooners and whaleships to the giant Cape-Horners. Even in small villages not usually associated with the sea the harbors were swarming with craft. I've seen old photos of my hometown, New Rochelle, N.Y., and the variety of craft is amazing.

One of the real hotbeds of small craft design, building and use was the eastern shore of Maryland and Virginia. Although best known for the bugeye, log

canoe and skipjack, the simple crab skiff was by far the most numerous boat on the bay. They varied a great deal in model; it seems that each builder and/or owner had different ideas as to rig, shape and layout. The general form of these boats was probably inspired by the older log canoes that all baymen were familiar with; double-ended, slim and low sided. Of course, most workboats have little freeboard; it makes hauling easier. To my eyes the crab skiff is one of the more handsome of the old work boats, and as I needed a small sailboat for fun and general utility (fishing, exploring and passenger pick-up) I decided to design and build a modern version.

One of the things I've been involved in lately is trying to design boats that can be built from stock lumber. You

know, stuff from the local lumberyard. I've found that as soon as you have to special order lumber the basic cost of the boat soars. On the other hand, if you build from really crummy stuff (i.e. cheap plywood) the amount of extra time spent getting a good finish and insuring that she holds together makes up for the initial savings. Enough epoxy, putty, fiberglass and resin can cover a multitude of sins but using gunks isn't fast, easy or cheap.

Our crab skiff calls for 3/4" side planking. Most lumber yards carry several varieties of 1X planks in stock. My local one has #2 pine, Philippine mahogany (luan), red cedar and redwood. I've used both the pine and the Philippine; if you can pick over the pine carefully to get the planks with the least and smallest knots, it's the best. If the knots are loose, knock them out and epoxy them back in. The Philippine is heavier without being stronger; it can most always be gotten without knots and makes fine seats and trim. I'm paying about \$1.00 a foot for 1 X 12 pine and \$1.50 for the Philippine. I've used red cedar for transoms and it seems fine although more expensive than pine or the luan. I've heard that redwood is good although I've not tried it. The skiffs, johnboats and other small craft that I've planked with the #2 pine have held up quite well, although they absorb more water than good white cedar or well seasoned clear pine. Letting any of this lumber air dry for even a few weeks helps a lot.

The prototype crab skiff was assembled in two days and finished out over the next few weeks as time permitted. I used a plywood bottom and no chine; the bottom was epoxied and attached to the side planking with 1-1/2" ring boat nails. I'm not worried about the bottom falling out but if it starts to leak in a few years I'll just knock out the bottom, install an oak chine log and replace it.

The crab skiff measures 13'8" o.a. X 3'8-1/2" of beam. All-up weight is about 120 lbs. The sail area is 46 sq.ft. and her sailing crew is one or two. Under oars she can carry four adults safely and has two rowing stations. We will be using her to take friends for short sails, bringing them out to our big boat on its mooring, trolling for bluefish and probably hauling a few lobster pots (if I get around to screwing some oak guard strips along her side). Any sailboat with such low freeboard will be a wet boat; thus the small deck all around the coaming. The daggerboard trunk is a compromise; although shown on the plans, a centerboard or leeboard also have advantages. She rows quite well for a boat with her rocker but needs the large skeg to track properly.

Although a simple little boat, I think she's quite handsome. With her fancy paint job and sweet lines, she really stands out while tied to the smallboat dock at the marina. And this season, when the sound is crowded with square dinks and Boston whalers it will be nice to have at least one double-ended leg-o-muttten crab skiff scooting around reminding folks of how it used to be.

Under oars, the tender for the EMMA G.



Boston Harbor Kayak Tryouts

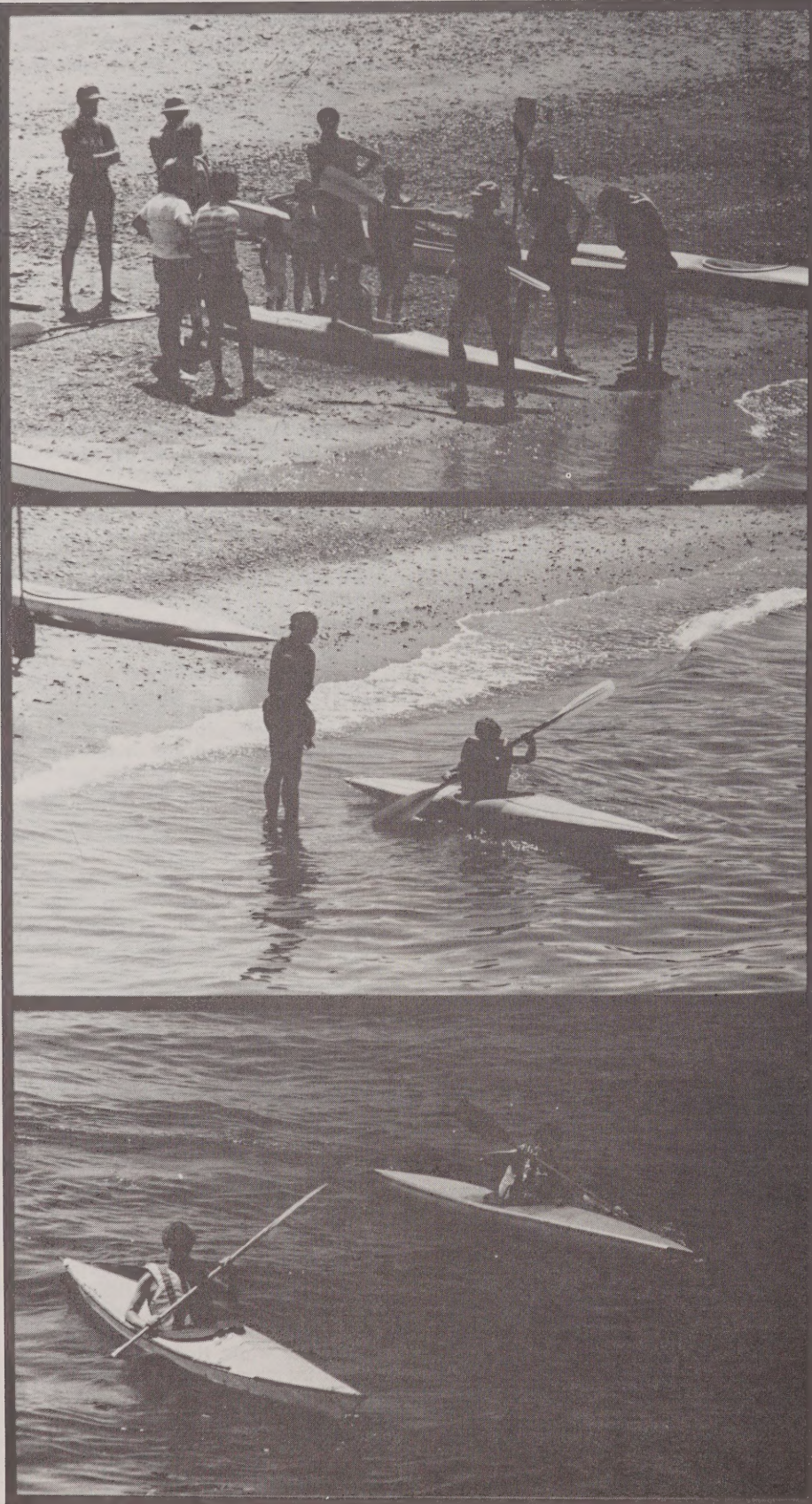
Report & Photos by Bob Hicks

The park supervisor on Lovell's Island in Boston harbor said that it had been the most successful special program of their summer season. Dave Anderson and Bob Walker agreed that they had indeed been busy since 10 am. What was this all about? It was a special sea kayak tryout session organized by Dave and Bob at the behest of the MDC (Boston's Metropolitan District Commission) on Lovell's Island on July 22nd. The island is one of several in Boston harbor managed as parks by the MDC and the state's Department of Parks. One gets out there on a "water taxi" and these islands have a variety of undeveloped recreational possibilities, including swimming, picnicing, camping, historical poking about, etc. The idea of a sea kayak tryout for any interested public was developed to provide a more active participatory recreation.

Dave and Bob have a business known as Aquaventures. It's not their livelihood yet, Dave is a plastics salesman and Bob is a sporting goods buyer. Aquaventures runs Boston harbor kayak tours for any level of skill, most are organized through an "adventures" booking agency. They also run kayak training programs, in summer on suburban lakes, in winter at a YMCA indoor pool. Additionally the two have undertaken to import a line of British built sea kayaks. These had yet to arrive due to British dock strikes.

So, one way and another, Dave and Bob rounded up 14 kayaks, mostly river slalom types, but with several sea kayaks included, from their own collections, and from friends and from a couple of dealers. These boats and all the attendant gear and people (including your reporter) rode over to Lovell's from Hull on an MDC landing craft. We set up on the beach adjacent to the pier at which the regularly scheduled water taxi arrives. The MDC park people announced to each arriving boatload that opportunity to try out sea kayaks was available right there on the beach. It drew a good crowd, steady all day from 10 am until 4 pm.

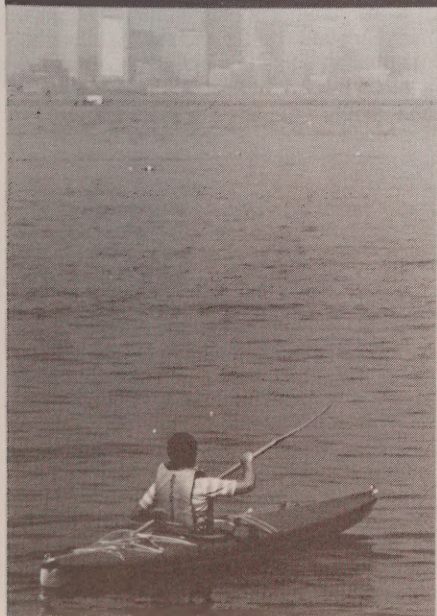
How to handle this sort of thing? It was a mild day, light winds, bright sun, but much powerboat traffic in the channel between Lovell's and nearby George's Island. The beach fronted on a small bay relatively sheltered, and the novice paddlers were cautioned to stay adjacent to the beach area. The first batch of new people arrived en masse and were given a group instruction on paddling, etc. and then sent out in the boats. From then on the crowd came and went and it was a one on one matter to get patient prospects lined up, into PFD's, instructed and sent off. Bob and Dave and a couple of other experienced friends who turned up patrolled amongst those on the water, and the two or three tipovers that did occur were quickly set right.



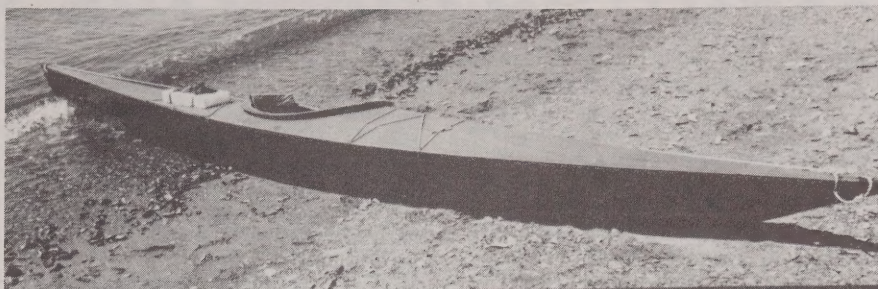
The 4 pm cutoff time (MDC decision) came rapidly and we were soon loading all the boats and gear back aboard that landing craft. As we dieselied our way back to Hull we passed a lone sea kayaker heading out towards the islands. "He's going to the sea kayak program?" We wondered aloud. Perhaps, but he certainly had no idea that the entire program was passing by going the other way, entirely hidden inside the landing craft. And he was too far away for us to shout to him. "You know, that's the first sea kayaker I've seen out here in all my trips who wasn't a part of one of our programs," Bob commented. Will any of those who had a taste of the sport that summer day take it up? No way to tell. All those we asked about their outings expressed pleasure in how much fun it had been. So, maybe someone . . .

Top: Getting the kayak skirt off over the bikini took some doing.

Bottom: Ready to head to Boston? Well, maybe not quite yet.



Don Built Gail a Nice Boat



Chuck Sutherland and Gail Ferris turned up at the Lovell's Island kayak program for a day on the waters of Boston harbor. Chuck is steadily adding to his personal knowledge of good places to go kayaking, and after his initial trip amongst the harbor islands, including a paddle way out to Graves, the outermost, he was enthusiastic. Except for the dense powerboat traffic through Hull Gut.

Gail had her wood/canvas boat built for her by Don Betts of Brooklyn, NY. I tried it out and found it was really a nice experience. As I continue to try out kayaks to see what my subjective impression of each is (see the report on the L.L. Bean Canoe Days in the August 15th issue) I find it easier to form first impressions. Gail's boat is a Greenland type with hard chines. It has a plywood hull and canvas deck and a custom seat with backrest that Gail developed for her own comfort. And it was comfortable. The boat moved easily in the water yet kept on course much more steadily than a couple of the others I tried. Without a rudder, I keep having this feeling on some of the boats that a rudder (usually offered as an option) would make it easier to paddle, not so much correcting all the time with extra paddle strokes to one side or the other. Well, Don put a little skeg on Gail's boat and that did it. Yet it was easy to turn quickly too (not like a slalom boat of course). The Chinook and the Escape I also paddled this Sunday were very nice boats. I liked them both. But Don's own homebuilt design was just as nice, and if anything was easier to keep on course for this novice paddler.



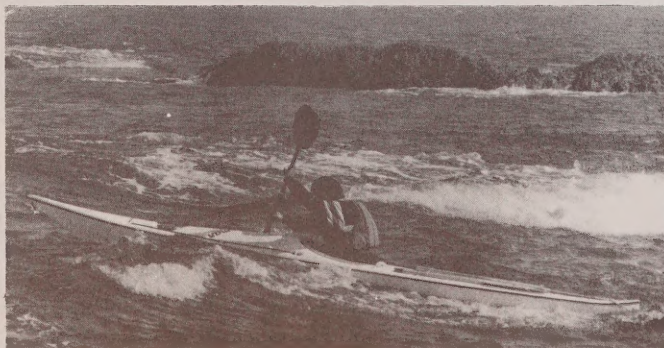
Top: Gail Ferris' kayak, built by Don Betts of Brooklyn, NY was a pleasure to paddle. Bottom: The new rotomolded Chinook is light, tough and quite stable, enjoyable to paddle.

AQUA*VENTURES

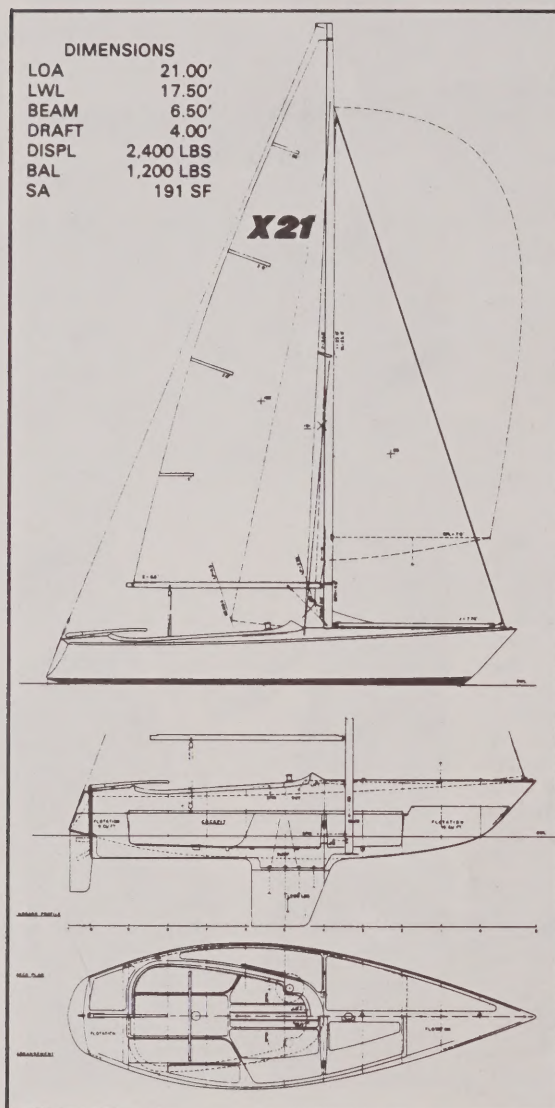
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SEA KAYAK SPECIALISTS



X21... an Enduring Dream



DIMENSIONS	
LOA	21.00'
LWL	17.50'
BEAM	6.50'
DRAFT	4.00'
DISPL	2,400 LBS
BAL	1,200 LBS
SA	191 SF

Specifications

HULL

Molded fiberglass construction
Inboard rudder system
Lead fin keel (1200 lbs.)
Floatation (42 ft.³)

DECK & LINER

Molded non-skid fiberglass
Teak grate
Barient winches & handle
Black anodized cleats
Harken thru-deck blocks
Harken jam cleats

SPARS & RIGGING

Black anodized tapered mast
(7/8 rig; keel stepped)
Internal halyards
(wire with 3/8" Sampson braid tails)
Jib tracks w/cars & snap shackle snatch blocks
Swivel snap shackles on all running rigging
(3/8" Sampson braid)
4:1 Harken fiddles w/adjustable cam cleats
1 x 19, 5/32" ss rigging
Inboard shrouds

OPTIONAL EQUIPMENT

Working sails: 89 ft.² jib and 102 ft.² main
150% Genoa w/tracks & cars
Spinnaker w/Harken thru-deck blocks & jam cleats & black anodized spar
Perception stripes, flattening & jiffy reefing, zipperless shelf, Cunningham and tell tale windows
4:1 Harken boom vang w/adjustable jam cleat
Backstay adjuster system
Two tone color scheme
Custom cushions
Compass
Pump (Internally mounted)
Cradle or trailer

X21 isn't a name that would have really grabbed me all by itself, and as pictured in ads in *SMALL BOAT JOURNAL* it sort of seemed just another fiberglass sailboat. But builder Tom Perkins made a point of contacting me at the Small Boat Show, and so then I went back and re-read a couple of articles in back issues of *SMALL BOAT JOURNAL* extolling the boat's merits. After ten years or more of on again, off again production under several managements, a total of about 20 boats have been turned out. Still, there's even a tee-shirt now around that shouts, "X21 Lives!" So what is it that makes this boat persevere despite such struggles.

Well, we found one reason is believing in it. Tom Perkins now builds the boat, one at a time, in rented space in Mattapoisett, and in his two car garage beneath his home in Westport. He is close to messianistic about it and so in July we traveled with Tom to Stonington, CT for a day sail in the "daysailer". Tom's own X21, named EXOCET, is an early model he resurrected from a discarded hull which was #13 in the slow moving series. It is not the current version, so we went to Stonington to sail designer Tom Norton's EXCELLENT, the most recently completed boat. All the "fleet" of 20 so far produced (#19 and #20 are still under construction) carry names involving "EX" to tie in with this X21 model name.

Our day was interesting. It was quite foggy and not much wind until midday when it sprang up some from the southwest on the sound outside of Stonington. We made several runs past a rocky point at the harbor entrance where a friend was video-recording the boat in action for Tom's upcoming boat show displays. We ran by too close, twice going aground on submerged rocks. This is a keelboat drawing 4 feet. We got so hard aground the first time that Tom had to go over the side and push off while I handled the mainsheet and helped heel the boat over. The second time we sort of pivoted around and got on the wind and the heeling eased us right off. The keel is a fin keel with 1200 pounds of lead on the bottom. Rugged, it appears.

The boat is indeed a delight to sail, it has a very deep roomy cockpit with all running rigging handy and in color code. The deep ballasted hull is very steady feeling on the wind, no sudden movements in any of the modest gusts we encountered, and steers very lightly, coming about with ease with very little forward way on. We used the high aspect main and a 150% genoa and the spinnaker during our outing, and handling them all was an easy task. The size of the boat at 21 feet and the well thought out rigging arrangements made going forward on the deck unnecessary, except to hank on the spinnaker.

Tom Perkins at the helm of his dreamboat.



Tom sold his bookstore business to enable setting up his Perkins Boat Co. He found a cast off hull and deck and liner in Tiverton, RI in the late '70's after the third try at building the boat, in the hands of George O'Day, had gone under. He finished off the boat and fell in love with it, so subsequently chased down the building molds which were in the hands of bankruptcy receivers. He made a deal for them and was in business. It was 1982 when he sold off the bookstore and launched the latest (4th) round of building the X21. He's built and sold two, and has two more under construction, one of which has just been picked up by his latest customer. As Tom said in a card he sent us after our daysail, announcing his latest customer, "We're on a high roll now!"

The X21 was originally commissioned by Beckmann Christensen, who built over 600 wooden boats during his lifetime (he died in 1979). Architect Tom Norton of Stonington designed the boat to meet Christensen's requirement for a roomy open keelboat daysailer uncluttered by any semblance of a "cabin" for

a "sleeps four" sales promo. Christensen and company turned out 8 boats and got a one design fleet going in Greenwich, CT but then things came to a halt. They turned over the building molds and rights to several subsequent would-be builders, ending up with O'Day's effort. Then came Tom Perkins.

Perkins is a life long sailor in Buzzards Bay. He's not unlike the guy who builds wooden boats today to a high degree of excellence, except that he works in glass. While I'm no judge of a design concept, I could easily see that Perkins has spared no expense on this boat, his dedication to excellence is not just a sales pitch, all the complicated gear on this boat is really nice looking stuff, state of the art sail handling gear. So the X21 looks like its name, hi-tech and setup with all the latest gear to make it perform well. This costs. The base price this summer is \$8900, but EXCELLENT, our tryout boat, came to about \$13,000 ready to go with all the options Norton wanted. Since he is the designer, he ought to know what it needs to do what he wants it to. This gets the

boat up there a bit in price, right with similar wooden craft. Even building in fiberglass, Perkins' one man, one boat at a time production adds up the man hours.

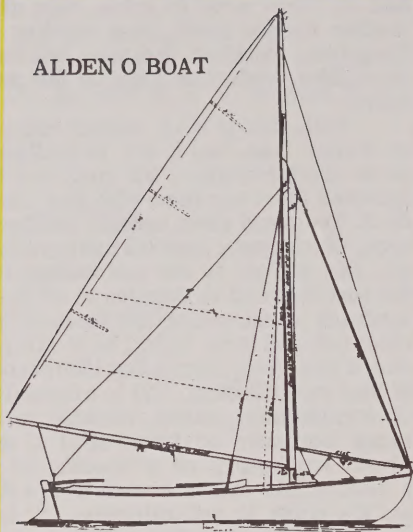
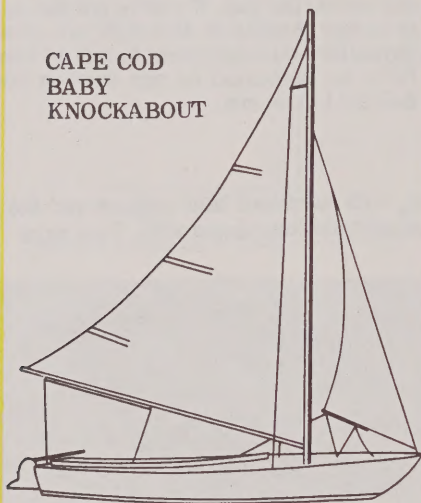
Well, this is not a camper cruiser or trailer boat. Yes it can be trailered on a special trailer, but could not be launched from any ramp with that 4 foot draft. You could sleep beneath that foredeck, which opens right out into the cockpit. The cockpit is not self bailing, but the boat has built in flotation in its foam sandwich construction and between the outer hull and inner lining, so it will not sink if swamped, despite that 1200 pounds of lead on the bottom. X21 is a daysailer of considerable quality, intended to be raced (formally or informally) if desired. You keep it on a mooring or in a marina and sail it around where it's at. It's quick to get underway, and has plenty of room for four to have a nice day out on the bay. If you've got the sort of money it takes to do it right in a small daysailer you might want to talk to Tom. He's as dedicated as any wooden boat builder I ever met.

Report & Photos by Bob Hicks

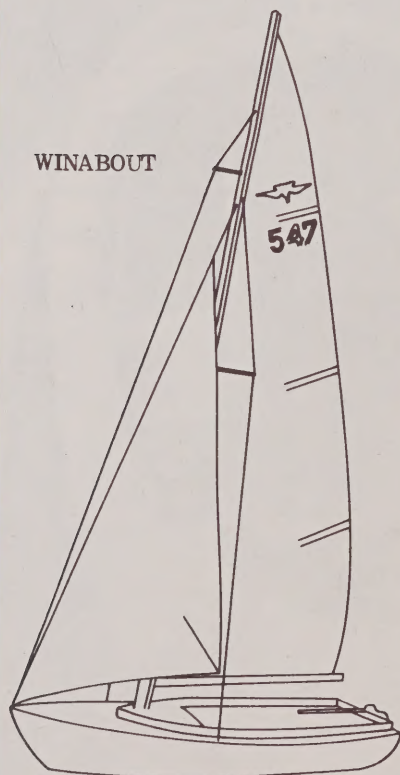
Pretty sleek and state-of-the-art looking, the X21 on its mooring. Cockpit is roomy, deep, with excellent back support and the controls all at hand. That mainsheet traveler right across the seats was the one thing I wasn't too impressed with. Tom says he can relocate it for anyone who finds it a bother.



ALDEN O BOAT

CAPE COD
BABY
KNOCKABOUT

WINABOUT



The 3 Sisters

Report by Lionel Taylor

Between the two World Wars, three wooden, marconi rigged knockabouts appeared on the boating scene. They were so similar in design and appearance that they could realistically be called the sailing triplets: approximately 18' overall, 15-1/2' on the waterline, 6-1/2' beam, carvel built with the same rather full bow, outboard rudder and "moderate" marconi rig.

They were the O Boat, designed by John G. Alden of Boston; the Baby Knockabout, designed by Charles S. Guerney and built by the Cape Cod Shipbuilding Company of Wareham, Massachusetts; and the Winabout "18" (later the "Commander") designed by Myer and built by the New England Marine Company of Boston, Massachusetts. These three sister boats sailed and raced with and sometimes against each other in the same waters (the Northeast), in the same period of time (the 1920's - the 1930's) with the same degree of outstanding success.

Even though the boat was not the first of the three to appear on the scene, we might say, because of its immediate popularity and the prestigiousness of its designer, the O Boat was probably the best known of all the sisters. John G. Alden designed this 18' sloop at the request of a number of Marblehead yachtsmen who had come to him concerned that their children had no interest in sailing. This they felt, might have been due to the fact that they frequently crewed on their father's boat and had little chance to demonstrate their individuality. However, their fathers felt that all this would be different if they had a chance to sail, race, maintain and possibly own their own small sailboat. So, John Alden was charged with the job of designing a safe, yet fast club racer that the youth of the day could handle in the local protected waters. However, just in case they wanted to take the boat out themselves their fathers insisted that the boat be capable of handling "the rough seas of the open waters", as well!

Subsequently, the July 1922 issue of "Yachting" magazine announced the introduction and reviewed the design of Alden's 18' knockabout. Described as "an able little craft", the magazine went on to say that "orders for a great many of these boats had been placed and they would be raced in different localities on the Atlantic Coast that summer". This early design later became known as the "169" version.

The Marblehead fathers must have faithfully backed the O Boat design because the class they established grew from 16 starters in 1923 to 22 starters in 1924. The boat performed well and word got around. Yacht clubs and their members from Maine and Rhode Island as well as those from other parts of Massachusetts bought the O Boat and

Illustrations by Joy Taylor

started racing.

The class continued to grow until in the late '20s with 25 boats showing up at the Marblehead starting line, a disastrous squall hit the racers. Many boats capsized and apparently, as a result, their popularity began to decline. Their number dwindled to 8 and in 1931 to zero.

Apparently aware of the weaknesses in his rig, John G. Alden introduced the "188" version of the O Boat, a design he had also originated in 1922 but not put into production. This second version incorporated major changes in the waterline length, the beam and ballast, as well as the sail area. The boat was a little shorter, heavier, and wider and had less sail than the "169" version. The sail changes were all in the mainsail; the jib and spinnaker remained the same. These alterations made the new sloop slower but more stable than the first, more tender model sailed at Marblehead.

As inquiries began to pour in about the new design from all parts of the Northeast, John Alden decided to make a study of the prevailing weather conditions of the areas in which the boat was to be sailed. Based upon this data, he could then recommend to a prospective customer the 169 or 188 version, or a combination of the two hulls and rigs, as the best boat to buy for the local sailing conditions. Although this decision ended the class as a true one design, since sometimes neighboring fleets were not identical, it made a stiffer boat available when local weather conditions required it. Sales picked up as one version or another became popular in Prouts Neck, North East Harbor, and Blue Hill, Maine; Cohasset, Hingham, New Bedford, Nonquitt, Rockport, South Boston, South Dartmouth, Wellfleet and Marblehead, Massachusetts; Watch Hill, Rhode Island; and Cedarhurst, Port Jefferson and Upper St Regis Lake, New York. On Long Island Sound, the 188 version became popular as the JA class.

From John G. Alden's notes, we find that he recommended that Watch Hill, Rhode Island and Cedarhurst, Long Island, get the 188 (second) model; that because of the light airs on Long Island Sound, Port Jefferson get the larger (169) sail plan; and that Salter's Point and Nonquitt, Massachusetts, have the smaller (188) sail plan with the original hull.

By 1930 over 250 O's had been built by several builders including Messrs. Chaisson, Chamberlain, and Graves. But once again the boat as a racing class at Marblehead began to dwindle. Yet between 7 and 13 Alden O's from other Massachusetts yacht clubs still continued to race at Marblehead Race Week right through the mid 1930's. Of course, for many years a large number of Alden's versions and combinations continued to cruise, day sail, and race in local club regattas. All in all, "Yachting"

reports that a score or more clubs built 500-600 of these boats over the years.

Far from the least of the three sisters is the marconi rigged sloop called the Winabout 18 (later the "Commander"), built by the now defunct New England Marine Company of Boston, Massachusetts. She came on the boating scene in the middle of the 30's after the Alden O and the Cape Cod Baby Knockabout had made their debut. Eighteen and one half feet overall, 16' on the waterline; with a 6' beam and 210 square feet of sail, she was the largest of the three sisters. Yet when you got her together with the other two boats for a club regatta, she was equally indistinguishable: "moderate marconi rig, carvel built with the same full bow and outboard rudder -- just slightly larger than the 169 or first version of the Alden O Boat.

The Winabout, like the O Boat, was built in two versions. The first, designed by Myer in 1936, had a long boom and a working jib. The second, and more modern model, called the "Commander", with a higher aspect ratio rig, a shorter boom, taller mast, a semi-overlapping jib and a parachute spinnaker, appeared in 1940. The hull of the "Commander" was a little beamier and slightly shorter on the waterline.

It is the original version of the Winabout with which I am most acquainted. Endorsed at such yachting centers as Marblehead, Manchester, Mamaroneck, Cape Cod, Newport, Long Island Sound, and the New Jersey coast, early literature touted sailing Winabouts as being "no better sport for boys: one summer on a sailboat will do more to build up a boy's health and moral fiber than any known pastime".

Although it can be said that this kind of advertising might have been a bit stilted even for the mid 1930's, I personally can attest to the New England Marine Company's claim that the Winabout 18 was the "sensation of the past Motor Boat Shows". It certainly was the hit of the 1937 New York Boat Show, as far as I was concerned, because my father came away the proud owner of Winabout hull number 17 possibly convinced that my health and moral fiber (not to mention his own!) had everything to gain from the

\$500 purchase!

As a young teenager I can still remember standing on the Boat Show floor looking up at the 27' mast that seemed to tower to the ceiling of the Grand Central Palace. If we'd just contracted to purchase the newly planned twelve meter yacht "Northern Light", I couldn't have been more excited.

Spring took a long time coming that year. But it arrived at last and with it the delivery of our new boat. In April, she sat on her wooden cradle in the yacht club parking lot of Echo Bay, New York, waiting to be launched. She had a gleaming white topside, green underbody and deck. She was a sturdy, roomy beauty ready, as the sales literature quoted, "to withstand rough waters and rough usage" for many years ahead.

She probably would have stayed in the family more years than she did but World War 2 came along, I went into service and my father sold the boat. Still she served us many years as a racer, daysailer and cruiser. Fitted with a tent cockpit cover for \$28 (we could have bought instead a "portable summer cruising cabin complete with bronze fittings, stanchions and side curtains" that the New England Marine Company claimed could be set up or taken down in less than 10 minutes --- all for the affordable sum of \$89!) and a small Evinrude outboard that fitted into a well in the rear deck, we cruised all over western Long Island Sound. Because she drew only 10" of water with the outboard retracted, we were able to pull the boat up on the beach at night and camp out. Although the 9'4" long cockpit could accommodate our family of four under the tent cover in case of rain, two of us usually slept on the beach in good weather and two in the boat. Beaches like those on Eatons Neck and Lloyd Neck were almost deserted in those days, so there was no reason to stop at a yacht club or pay for a rented mooring for the night (boat marinas were few and far apart in those days).

However, most of the 5 years we had the Winabout 18 were spent racing her: Larchmont Race Week each summer, the Y.R.A. of Western Long Island Sound regattas and of course, the local club races. The Winabout Class was large,

between 500-600 boats were eventually sold but the racing turnout on western Long Island Sound was only modest, sometimes no more than 3 or 4 boats. However, competition was keen.

It was during these club races, when occasionally our boat was the only one of her class to show up at the starting line, that the race committee arranged to have us compete against one of the other two sisters that was in the same strait. These club races produced the best, most spirited competition with finishes usually within minutes of one another after 3-1/2 miles.

With no inside ballast, it took four of us to hold our Winabout down on a windy race day. With her 6' beam and 200 pound centerboard, however, I recall having to tuck in very few reefs in the course of our many races.

We did well, winning our share of races including Larchmont Race Week in 1939. However, in that same regatta in 1940, the bottom fell out, not only of our racing record but also of the Winabout as a one design class in western Long Island Sound. When, as class secretary, I invited new boat owners to join our class and race at Larchmont, I had no idea that the New England Marine Company had redesigned the 1940 "18" to the new Winabout Commander. You can imagine my surprise when I saw this sleek, short-boomed, overlapping jib version appear on the starting line! To make a long story short, the original "18" was no match for the newer model regardless of what the New England Marine Company had to say. The resultant changes in the rig of a supposed one-design, including the addition of a parachute spinnaker for downhill work could not be resolved. The declaration of World War II the following year didn't help boost the Winabout's sales or popularity, so the boat as a one-design class on Long Island Sound died an inglorious death. There were a few more club races held between the three sisters for a year or two more but even those stopped as many of the men and boys who raced in them went off to war.

Although a few boats reappeared after VJ Day, they soon disappeared to be replaced by many of the daysailers we know today or their predecessors.

(Next issue, the Cape Cod Baby Knockabout will be reviewed)

	ALDEN O 169	ALDEN O 188	WINABOUT 18	WINABOUT COMMANDER	KNOCKABOUT
OVERALL LENGTH	18' 3"	18' 1"	18' 6"	18' 6"	18'
WATERLINE LENGTH	15' 6"	15' 5"	16' 1"	15' 9"	15' 6"
DRAFT, BOARD UP	11"	11.5"	10"	12"	10"
BEAM	6' 2"	6' 8"	6'	6' 5"	5' 10"
TOTAL SAIL AREA	200	192	210	185	170
BALLAST (lbs.)	450	550	NONE	NONE	350
TOTAL WEIGHT (lbs.)	1800	2000	2000	2000	850
PRICE	\$600 (1922)	\$600 (1922)	\$499 (1936)	\$599 (1940)	\$481 (1934)

"Your rowing trip to Alaska: What was it like?"

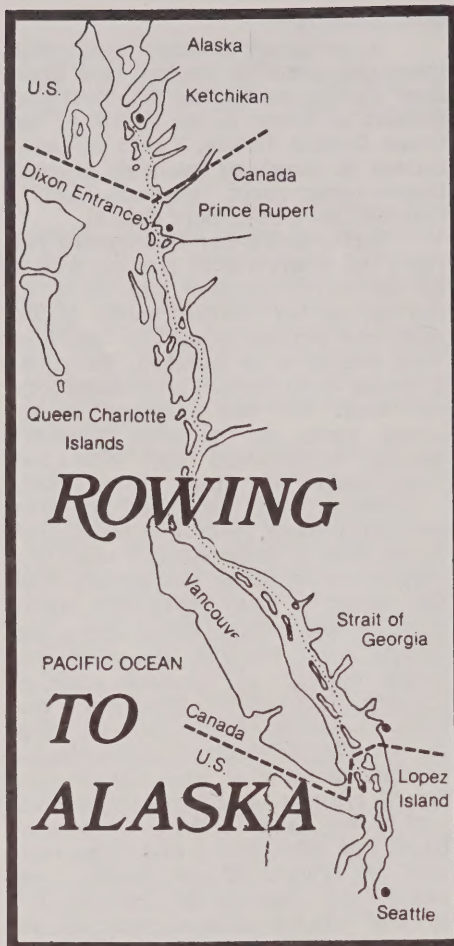
Probably the best all-around answer to this question is to picture a two-person rowing machine installed in a large, dark-grey, painted, multi-headed shower room. Raise the water and rowing machine level to about ten feet, and introduce one to four foot waves with varying frequency. Then, for added interest, gimbal the entire structure so it can both rock and roll with ease. For good measure, finally, crank up a giant wind machine about every third day. Now, picture crawling into this contraption for eight to fourteen hours a day for sixty-some odd days. The fantasy is not too unlike the real thing.

At times, it seemed as though THAT would have been a simpler way to experience our trip. There were, of course, many aspects of our voyage that were more than compensating. The conditions, though, of the weather, the waters, and the shoreline had much to do with our resulting experiences.

For the most part, the weather was overwhelmingly bad. "Worst summer I can remember," was the expression most consistently heard from fishermen, cannery workers, government employees and anyone else with whom we shared downpourings. People in areas that normally receive 160-175 inches of rainfall a year were expecting all previous records to be broken. Having no past for comparison, we kept our own records: rain on sixty of sixty-seven days underway. Frequently, two, three, or four days and nights, without let-up. On those occasions, everything eventually became wet. Anyone who has experienced it can tell you, almost any extended outdoor adventure can be endured so long as one's sleeping bag and the insides of his tent remain dry. Spirits tend to sink when those last bastions of warmth become wet. Fortunately for us, either a welcome stove or some rare shafts of sunshine seemed to follow each of our extended rainy periods, bringing us most welcome relief. On those few occasions when we saw the sun, we quickly headed for a beach on which everything could be turned out to dry: food, clothing, shelter and, especially, the rowers. Heaven, we concluded, surely must include a warm beach, a warm stove, and perhaps just occasionally, hot running water.

As the rain was the main meter for our spirits, the wind determined our progress and our risk. Following winds of four to fifteen knots let us sail pleasantly. On such occasions, we could make up to four and a half knots of progress without much physical exertion. Turn those winds around to face us and we were in for hard work rowing. We could not make progress against winds in excess of fourteen knots, nor against winds as light as ten knots if we also faced tidal chop, or strong opposing currents.

All along the way, we found that the winds could change dramatically and in very short order, sometimes building to gale force, with little indication from the accompanying atmosphere. For this reason, long crossings of open sea areas



1~ The Nature of the Beast

By Pete Ashenfelter

gave us our greatest cause for apprehension. A crossing of as much as eight miles offshore was plain scary. At two miles an hour, our average rowing speed without wind, we had to plan on being in that crossing for at least four hours. In that period of time, during necessary crossings, we have known the wind to change as much as 180 degrees, and quickly build to over twenty-five knots, die to near calm, and then pick up again and drive the rain as a nearly solid wall of water constantly to be penetrated. On several crossings we passed through two or more complete weather situations. Mostly inconsistent with theories of prevailing winds; mostly unpredictable.

Such conditions of wind and weather hold frequently for the Strait of Georgia and the Johnstone and Queen Charlotte Straits. These same conditions become at once magnified in both intensity and frequency in the Dixon Entrance -- those inside waters that lie roughly between Prince Rupert and Ketchikan, extending across the north coast of the Queen Char-

lottes to the open Gulf of Alaska. This area is notorious for its sudden and violent storms, for its frequent weather changes, and for its defiance of specific predictability.

For rowers in this area, a long range prediction is measured in hours, and never more than three. Risk, to some extent, becomes a daily assumption. Here give the benefit to any doubt, and even then, expect to be surprised more often than you'd like.

We quickly learned to respect the winds. Ducking into shelters is not something rowers can do quickly. Nor are shelters always available. On this trip, there were many long stretches with few hidey-holes; some with none. This was a daily risk we were both constantly aware of. We continuously kept mental pictures of the last hole passed, the next one possible, and their relative distances.

Not to mention currents, for those ever-present forces posed problems when they exceeded two knots, which usually was the case in the narrower channels. Several rapids areas build to as much as eight and a half knots and require slack water planning. In many areas we had to rely on the COAST PILOT or local fishermen for counsel.

"There frequently is no logic to the direction of ebb and flood currents -- especially in the back waters." That was from the skipper of one of Canada's hydrographic stations, with whom we breakfasted early one very foggy morning.

Even the COAST PILOT treads easy in dealing with some areas. In discussing the currents off the mouth of the Skeena River, in northern British Columbia, they advise that even the most experienced commercial captains approach these waters with caution and admission of not knowing what to expect with certainty. Here, the waters are very shallow, the tidal range is frequently high, as often are the winds, and in rainy periods, the Skeena River drains and dumps an extensive watershed. Little wonder for COAST PILOT's chary counsel.

Beyond the rain, despite the wind, and in any weather, there came to be an even more troublesome daily hurdle. Every night we had to be ashore for shelter and had to anchor our boat out beyond the low tide mark. Finding a suitable campsite and safe anchorage came to be the biggest problem we faced.

Our way wound through hundreds of miles of shorelines. Whether of the mainland or any of the myriad islands we passed, the shorelines along our way were geologically similar. Predominantly, they were ruggedly rocky, falling off rapidly into the channels from the high water lines. Virtually all of the land forms above the high water line are covered with heavy stands of cedar, spruce, hemlock and some fir, usually ringed by dense undergrowth on the seaward sides. All of this, virtually growing out of what nearly was solid rock.

Among these rocky coasts, we frequently saw colorings and markings that easily let us believe that Indians or early man had painted the rocky shoreline. Blacks and greys; but also oranges

and mauves and subtle greens in designs and animal and human figures easy to associate with known experiences. Easier, is the association with Indian art patterns and designs we see today, especially in baskets and blankets. These were most beautifully displayed on the north coast of Gribbell Island, at the north end of Princess Royal Channel in British Columbia. Such beauty, however, didn't help our daily late afternoon search for a suitable campsite.

Sloping, sandy beaches were hard to find. Harder, still, were sloping sandy beaches protected from the potential night winds that could sorely disturb a light anchorage system by either direct force or a built-up surf. Added to our problems were a range of particularly high tides during much of our journey, sometimes reaching as high as twenty-three feet. Suitable tent sites above the estimated high water lines were almost non-existent. Best, but rare, were soft forest floors inside the beachside undergrowth. Most tent sites sloped, usually in Nancy's favor.

Miles Inlet, just south of Cape Caution was a good example. After examining about two miles of its side arms, we finally found a spot that might do. We climbed up the slippery shore rocks to a small, flat shelf on the top of the rocks, just before the steep underbrush took over. Just enough room for our two-person tent. Shortly after midnight I turned over and my outstretched hand discovered something like a waterbed. Immediately, I knew, and a glance outside confirmed my fear. The tide had reached my side of the tent. Fortunately, high tide was at 12:15 A.M. (At 3:30 that morning, we had to break camp and load the boat in the dark and run out the rapids to avoid being left high and dry by the rapidly emptying ebb.)

Tent sites we have known. Morning site inspection following tent roll-up frequently left us shaking our heads at what we had slept on. Rowing, we found, is amazingly sedative.

We were well aware of the ever-present bear problem. Procedurally, we never cooked near our tent, and we stowed all food in the boat each night. The boat, in turn, was anchored out each night, usually beyond the low water line. We made only two camps wittingly in areas of recent bear activity or where we saw a bear nearby. We are not aware of any bears coming close to our camp on any occasion. There were many nights, though, when the sounds outside our tent left us wondering. Not enough, however, for us to resist the strong physical desire to fall back asleep. We were usually too tired to be afraid.

The conditions -- the nature of the beast -- were far from desirable. Downright undesirable during most of the trip. Early on, we concluded we would complete what we started, if physically possible. We quickly fell into the pattern of taking each day at a time and making the most of it. No day was without strain and risk; no day was without something about which we could feel good. Apparently, we learned to adapt.

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What's happening...

SEPTEMBER 7-10: ADULT SAIL TRAINING WEEKEND, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This is a weekend cruise for adults on the schooner BRILLIANT to learn celestial navigation. For further details contact the Education Department at the Museum, (203) 572-0711.

SEPTEMBER 8: SAILING CLASSES BEGIN, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

This starts a ten week (once a week) program of sailing instruction for children and adults at beginning, intermediate, advanced and racing levels. For more information contact the Education Department at the Museum at (203) 572-0711.

SEPTEMBER 8-9: CANOE CAMPOUT AT FALMOUTH, MA.

This campout will be on Washburn Island, a tidal area. The group will explore Waquoit Bay and enjoy swimming, bird watching and a night paddle. Contact Chuck Wright at (617) 564-4250 for more details.

SEPTEMBER 9: GREAT ROUND GERRISH ISLAND RACE, KITTERY POINT, ME.

An interesting rugged 6 mile row (or paddle or sail or any combination thereof) that takes one through salt marsh channels, harbor and along open seashore around Gerrish Island. Any sort of non-motorized craft may take part, but salt marsh section limits size to small boats and any sailing rig must be able to knockdown. Entry fee is \$1.50 per oar (!) and you can get further details from Lance Gunderson at (207) 439-9623. Beer and seafood cookout: are included at conclusion of event.

SEPTEMBER 14 - 16: TRADITIONAL VESSEL WEEKEND AT STEAMBOAT DOC, ESSEX, CT.

Traditional plank on frame schooners and gaffers over 25 feet in length as well as marconi rigged craft of similar type and construction will engage in a number of races on the Connecticut River and out on nearby Long Island Sound. Smaller catboats and craft with gaff or lateen rigs will race in Essex harbor. Sponsors are the Connecticut River Foundation, Mount Gay and the Essex Boat Works, and headquarters for the weekend will be at the Foundation's River Museum, an 1878 steamboat warehouse on the river in Essex. Information and advanced registration are available by writing the Foundation, P.O. Box 261, Essex, CT 06426 or calling them at (203) 767-8269.

SEPTEMBER 15-19: WHITEWATER CANOE TRIP ON THE ALLAGASH.

Qualified whitewater canoeists can contact Bob Nixon at (617) 822-5768 for details and to confirm skill level.

SEPTEMBER 22-23: SACO RIVER CANOE OUTING.

For further particulars contact Judy O'Bryant at (617) 587-3370.

SEPTEMBER 20: 1930's SEAFARING FILMS, CUSTOM HOUSE MUSEUM, NEWBURYPORT, MA.

Giles Todd will show films from the 1930's as the Museum's indoor lecture series resume for the fall. Showing is at 8 p.m. at the Museum on Water St.

SEPTEMBER 22: SCHOONER RACE, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

About 30 schooners will rendezvous at the Seaport Friday night for a Saturday morning start of the race out on Long Island Sound. The schooners may be viewed by Museum visitors until about 6 p.m. on Saturday after the race is over. For further details contact the Museum at (203) 572-0711.

SEPTEMBER 22: IPSWICH RIVER CANOE TRIP & CLEANUP., TOPSFIELD, MA.

The Ipswich River Watershed Association sponsors this recreational and environmental day on the River for interested canoeists. For details call Ray at (617) 774-4493 or Jackie at (617) 887-9685 or Walt at (617) 887-8671.

SEPTEMBER 22: WATERFRONT DAY & SECOND ANNUAL MIGHTY MERRIMACK DORY RACE, NEWBURYPORT, MA.

The Custom House Museum will host its first Waterfront Day on the Merrimack River adjacent to its building at 25 Water St in Newburyport, MA. A feature will be the second annual Mighty Merrimack Dory Race, a five mile row from Lowell's Boat Shop in Amesbury downriver to the Museum waterfront. Race starts at 2 p.m. Classes are scheduled for single and multi crewed sliding seat, single and multi crewed traditional, single and multi crewed non-traditional fixed seat. The original length restriction has been dropped. A \$4 pre-entry is charged per boat, \$6 post entry at Lowell's. Race time is 2 p.m. Information and entry forms can be obtained from the Custom House buryport, MA 01950. Onshore from noon to 5 p.m. will be small boat displays, food, drink, entertainment, and the Museum will be open for inspection of exhibits.

SEPTEMBER 30: GREEN MOUNTAIN HEAD REGATTA, PUTNEY, VT.

This is an open rowing regatta on the Connecticut River, which includes racing shells. For details contact Eric Evans at (802) 387-5970.

OCTOBER 6: SIXTH ANNUAL SIPPICAN OCEAN ROWING REGATTA, MARION, MA.

This regatta is for Alden Ocean Shells only, over a 5.5 mile course in East, Marion, MA. Contact Richmond Viall III, 125 Cross Neck Rd., Marion, MA 02738 for further details.

OCTOBER 6 & 7: WHITEWATER CANOEING, WEST RIVER, ME.

Contact Bob Nixon at (617) 822-5768 for details and to confirm your own qualifications for participating.

OCTOBER 6 - 8: CANOE EXPLORATION TRIP, BAXTER STATE PARK, ME.

Paddle Matagamon Lake at fall foliage time in this wilderness area of northwestern Maine. Send an SASE for details to Toby Lorenzen, Box 513, Bridgewater, MA 02324 or phone at (617) 947-6876.

OCTOBER 7: TIDAL CANOE OUTING, MARSHFIELD, MA.

Paddle the picturesque and historic tidal North River with Ruth Irwin. Details from Ruth at (617) 447-4637.

OCTOBER 21: HEAD OF THE CHARLES ROWING REGATTA, CHARLES RIVER, BOSTON & CAMBRIDGE, MA.

This is the BIG ONE for rowing shells, singles, doubles, fours, eights, men, women. An all day race, 40 events over a 3 mile course upstream from B.U. Bridge to Allston. Excellent viewing along the Charles and from several bridges. The top oarsmen and women in the country enter. No spectator or parking fees.

SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the rest of the fall. You can find out more by calling Larry Zuk in Concord, MA at (617) 369-6668.

SEPTEMBER 1: National Championship, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 8: George Service Series #2, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 9: Sebago Series #5, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 9: Great Round Gerrish Island Race, Kittery, ME. (603) 772-2306.

SEPTEMBER 15-16: ACA Class Ralley, Lake Massabesic, Auburn, NH. (617) 369-6668.

SEPTEMBER 16: Togetherness Trophy, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 22-23: ACA-AMC Sailing Cruise & Camp, Damariscotta, ME. (617) 251-4971.

SEPTEMBER 23: Year End Sailing Cruise, Jamaica Bay, NY. (212) 768-9589.

CANOE CONSERVATION EDUCATION TRIPS SPONSORED BY CONNECTICUT RIVER WATERSHED COUNCIL:

A number of fall canoe trips on the upper Connecticut River between Vermont and New Hampshire have been scheduled by this group. You can obtain details on any of these by contacting the Upper Valley Office, 45 Lyme Rd. Hanover, NH 03755, phone (603) 643-5672. Trips are open to anyone interested, and one need not be an experienced canoeist to take part as instruction will be provided as needed. These are flat-water trips, not whitewater. Part of each trip is environmental lecture, discussion and viewing along each trip's route.

The dates and locations of these canoe trips are as follows:

SEPTEMBER 1: Wilder Dam to Hart Island to learn about a proposed new dam at Hart Island. 10 miles.

SEPTEMBER 2: Bellows Falls, to Putney, VT, to visit a fish ladder and learn about the re-introduction of the Atlantic Salmon and American Shad into the river. 10 miles.

SEPTEMBER 15: Moore Reservoir, to view the largest hydroelectric facility on the river and abundant bird life now in the area including possibly bald eagles. Bring binoculars. 8 miles.

SEPTEMBER 22: Hartland, VT to Cornish, NH to learn more of that area's history from a local historical expert. Discuss role of river as transportation medium in bygone times. 7 miles.

SEPTEMBER 29 & 30: Connecticut Lakes, the headwaters of the river. A 3 mile hike, 6 mile paddle, overnight at Lake Francis State Park.

OCTOBER 6 & 7: Newbury, VT to Orford, NH to view the various channels the river has made through this area over the years and how man's efforts to contain this don't always work out well. Autumn foliage will be at peak also. 17 miles with overnight at mouth of the Waits River.

OCTOBER 14: Newbury to Bradford, NH trip conducted by New Hampshire Audubon Society.

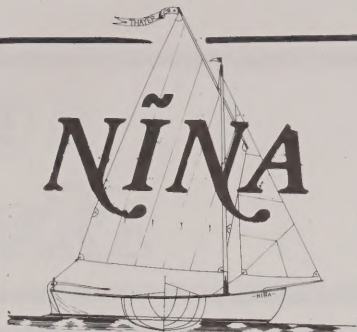
OCTOBER 20 & 21: Quabbin Reservoir, MA to view and learn about the largest inland body of water in Massachusetts and a proposed Connecticut River water diversion to the Reservoir.

On the lower river one trip is on schedule as follows:

SEPTEMBER 8 & 9: East Haddam to Old Saybrook Point, CT, a beautiful and little known section of the river. 17 miles and overnight. Contact the headquarters at 125 Combs Rd. Easthampton, MA 01027, (413) 584-0057 for details on this trip.

FEES & EQUIPMENT: The day trips cost \$10 per person (members) and \$14 for non-members. Overnights are \$35 and \$45 respectively. The fee includes canoes and equipment and instruction as needed. If you bring your own gear the price is reduced.

All trips embark overland from the Montshire Museum at 45 Lyme Rd. Hanover, NH.



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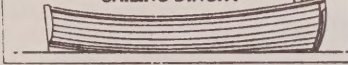
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PAUL B. WORTHEN, Salisbury, MA (617) 465-5931. (9)

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R.E. ROODE, 24 Jefferson St., Newburyport, MA 01950 (617) 462-6451. (9)

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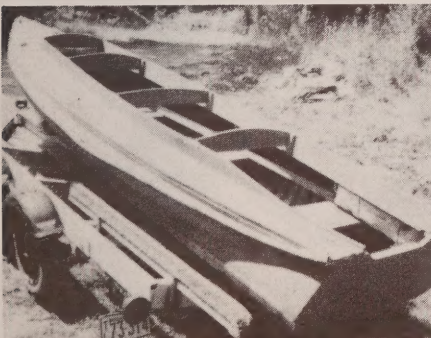


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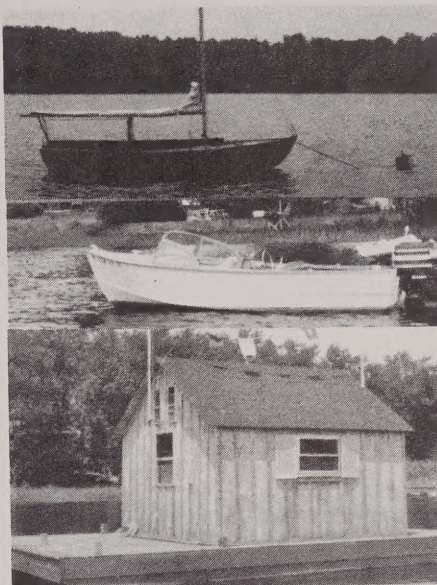
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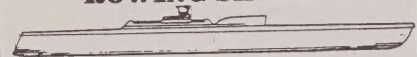
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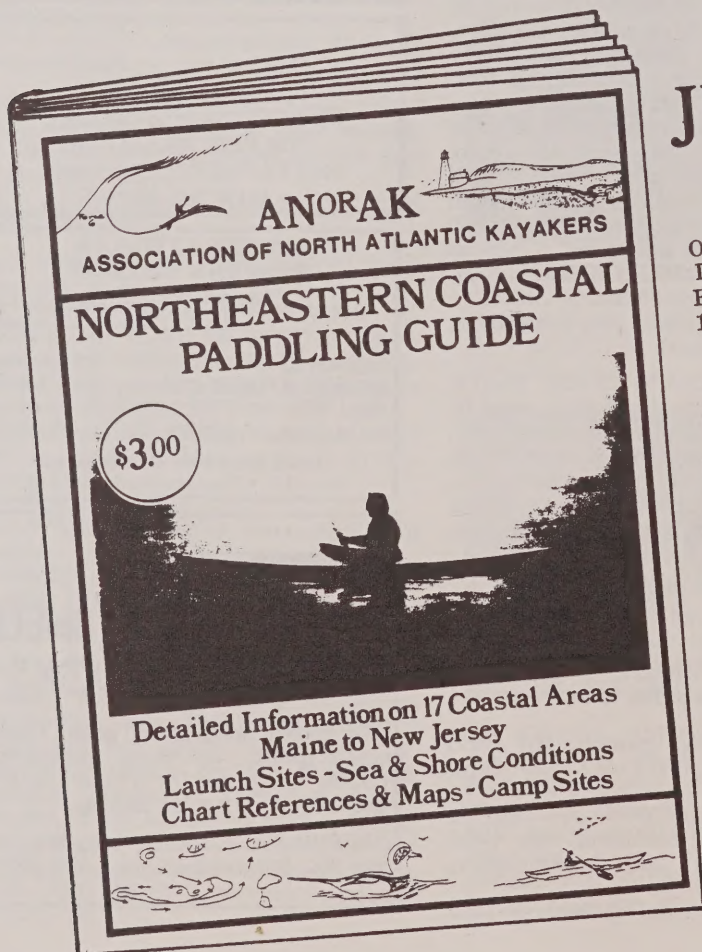
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